

NOTICE OF MEETING

CABINET MEMBER SIGNING

Tuesday, 28th May, 2024, 9.30 am - Alexandra House 10 Station Road Wood Green N22 7TR (watch the live meeting [here](#))

Members: Councillor Mike Hakata

Quorum: 3

1. FILMING AT MEETINGS

Please note that this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual or may lead to the breach of a legal obligation by the Council.

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

3. URGENT BUSINESS

The Chair will consider the admission of any late items of Urgent Business. (Late items of Urgent Business will be considered under the agenda item where they appear. New items of Urgent Business will be dealt with under agenda item 7).

4. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

5. DEPUTATIONS / PETITIONS / QUESTIONS

To consider any requests received in accordance with Part 4, Section B, paragraph 29 of the Council's constitution.

6. HEARTLANDS BUS PROPOSALS FOR ROUTES 91, N91, AND 232 (PAGES 1 - 36)

7. NEW ITEMS OF URGENT BUSINESS

As per item 3.

Nazyer Choudhury, Principal Committee Co-Ordinator
Tel – 020 8489 2919
Fax – 020 8881 5218
Email: felicity.foley@haringey.gov.uk

Fiona Alderman
Head of Legal & Governance (Monitoring Officer)
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Friday, 17 May 2024

Report for: Cabinet Member for Climate Action, Environment and Transport and Deputy Leader

Title: Heartlands bus proposals for routes 91, N91, and 232

Report authorised by: Barry Francis, Director of Environment & Resident Experience

Report Author: Alex Djan, Programme Manager Streetspace
Alex.Djan@haringey.gov.uk

Yavuz Kalayci, Streetspace Manager
Yavuz.Kalayci@haringey.gov.uk

Ward(s) affected: Noel Park

Report for Key/Non-Key Decision: Non-Key decision

1 Describe the issue under consideration

- 1.1 To determine whether proposed changes to the highway to facilitate extension of bus routes 91, N91 and 232 to the Heartlands area in Wood Green should be implemented. The extension of these bus routes was consulted upon by Transport for London (TfL) between October and December 2023 and a decision was taken on 14 March 2024 to proceed to extend these routes so that in the future they would serve the new Haringey Heartlands Development, which is near completion.
- 1.2 To enable the bus routes to run along Mayes Road, Coburg Road, Mary Neuner Road, Western Road and Clarendon Road (slightly different route for 91 and 232), statutory consultation on the proposed changes to the highway, outlined in Appendix A was carried out by Haringey Council between 17 January and 7 February 2024. This was carried out after TfL undertook its consultation but before it took the decision to proceed with the route extension.
- 1.3 The proposed highway changes consulted upon comprised new bus stops and a stand, revised highway alignments, waiting and loading restrictions, raised tables and a zebra crossing.
- 1.4 The proposed changes consulted upon, including their effect on parking, are detailed in paragraph 5.6 below and shown in the plans in Appendix A. These are summarised below:
 - Provision of 5 new bus stops.
 - Provision of 1 new bus stand.
 - Provision of 2 raised junction tables one with a zebra crossing at entrance to Heartlands development on Western Road.
 - Provide double yellow lines (138m) – loading permitted.
 - Provide double yellow lines (no waiting and no loading) (73.5m)
 - Removal of 17 shared (paid for or permit holder) spaces.

- Removal of 22 resident permit holder parking spaces
- Removal of 4 business permit holder spaces
- Removal of single yellow line parking (42m)

2 Recommendations

It is recommended that the Cabinet Member for Climate Action, Environment and Transport:

- 2.1 Considers all feedback, including objections to the proposed traffic management orders, as set out in Appendix D, on the proposals outlined in Appendix A and summarised in Table 2 of this report together with officer's recommended response set out in Section 5 of this report.
- 2.2 Agrees that the Council shall exercise its discretion to not cause a public inquiry to be held (see paragraph 6.2).
- 2.3 Approves the implementation of the proposals outlined in Appendix A, except proposals necessary to implement the bus stand on Coburg Road.
- 2.4 Approves the implementation of the revised proposals for the bus stand on Coburg Road as detailed in Appendix B (change includes extending the proposed bus stand from 12m to 23m).
- 2.5 Approves the making of all necessary traffic management orders (TMOs) to give effect to the proposed changes set out in Appendix A (except changes for the bus stand in Coburg Road) and Appendix B for parking, waiting and loading changes required to implement a bus stand in Coburg Road.
- 2.6 Authorises the Head of Highways and Parking to make all necessary traffic management orders (TMOs) and publish notice of/notify objectors of the TMO/place a copy of the TMO with the documents available for public inspection at the Council's offices and to install/ undertake the highway infrastructure necessary to give effect to the design set out in Appendix A.

3 Reasons for decision

- 3.1 Following a review of bus operations and future bus service needs for Wood Green, TfL consulted between October and December 2023 on changes to 4 bus routes that serve Wood Green High Road and Turnpike Lane: the 91, N91, 123 and 232.
- 3.2 Following this consultation exercise, TfL took the decision in March 2024 to implement its proposals which will mean two new bus routes, Route 91 and 232, will in the future serve the new Heartlands development (route 232 will have a temporary route in place until 2028, with changes to the permanent route after this date). The new routes will be via Mayes Road, Coburg Road, Western Road, Mary Neuner Road and Clarendon Road (slightly different route for 91 and 232). TfL plans to remove route 123 from Wood Green High Road.

- 3.3 In order to facilitate the new bus routes, the Council will need to make changes to the roads identified in paragraph 3.2 above and as recommended in paragraphs 2.3 to 2.5 above.
- 3.4 The decision does not result in a contract being awarded or expenditure in excess of £500,000 being incurred nor any virements, so it is not a key decision for that reason. The decision also relates to only one ward and so it is not a key decision for that reason as the effects of the decision will not have a significant impact on communities living or working in an area comprising two or more wards or electoral divisions in the area of the local authority.

4 Alternative options considered

- 4.1 Do nothing
- 4.2 This option was rejected as it would conflict with the Council's duty described in paragraph 6.4 and the Cabinet's commitment to carry out a review of the impacts of new housing development.
- 4.3 The proposals will help facilitate the new bus routes which will benefit local residents and businesses including those occupying the new development as the bus routes will provide access to public transport in close proximity to the premises.
- 4.4 Proposals align with the Council's Transport Strategy (2018) which seeks to connect communities, workplaces and high streets in managing growth impacts, carbon emissions by prioritising sustainable transport choices. The aim of this is to result in safer and less congested highways.

5 Background Information

- 5.1 The introduction of the new bus routes is part of the master planning of the Clarendon Square planning application and always formed a part of the scheme as secured by the section 106 legal agreement forming part of the condition under which the development was approved for implementation.
- 5.2 In October 2023, Transport for London (TfL) commenced consultation ([Haringey Heartlands and Wood Green - proposed changes to bus routes](#)) with regards to changes to 4 bus routes that serve Wood Green High Road and Turnpike Lane: 91, N91, 123 and 232. The TfL proposals are a result of a review of bus operations and future bus service needs for Wood Green, which includes having a local bus network to serve the Haringey Heartlands development on the site of the former Clarendon gas works.
- 5.3 The Heartlands development is "car free/ car capped" based on the planning policy definition. The Council will prohibit the issuing of parking permits to future occupiers of the residential element of the development, Disabled parking allocation is provided and agreed with the Council with each development. This equates to 0.25 parking spaces per unit, which will allow for approximately 10%

wheelchair accessible parking spaces. Also, the Public Transport Accessibility Level (PTAL) across the original site is a value between 4 and 6; therefore, the introduction of bus services into the area shall go some way to improving connectivity for the newly increased numbers of residents.

- 5.4 On 14 March 2024 TfL, published its decision which was to proceed with the changes as consulted upon. For this area, it would mean that bus routes 91 and N91 would serve Western Road, Mary Neuner Road, and Clarendon Road, whilst the 232 route would serve part of Mayes Road, Coburg Road and part of Western Road (temporary route until possibly 2028).
- 5.5 For the new bus routes to serve this area, Haringey Council will need to make changes to the roads to facilitate this. Numerous changes to the highway were considered to be required to facilitate this and these were progressed to statutory consultation. The proposals included changes to the footway and carriageway to provide new bus stops and a stand, waiting and loading changes to ensure buses can move and manoeuvre safely, new raised tables and a zebra crossing. These changes are detailed in Table 1 below.

Proposals

- 5.6 Table 1 below provides a summary of the proposed changes.

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/loading restriction required? Y/N
23-24/HBP/001	MAYES ROAD a) On north-east side of Mayes Road N22 outside No.108 to No.114	To remove resident permit holders parking bays to provide a new bus stand	Bus passenger amenity.	Y
	b) On north-east side of Mayes Road N22 outside No.108 to No.110, a length of 12 metres.	To introduce a bus stop.	Bus passenger amenity.	Y
	c) On north-east side of Mayes Road N22 outside No.110 to No.114, a length of 14.2 metres. d) On north-east side of Mayes Road N22 outside No.108 to No.100, a length of 26.9 metres.	To introduce double yellow lines/double kerb blips To convert the existing single yellow line to double yellow line	Provide the bus with clear access into and exit from the bus stop	Y

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/ loading restriction required? Y/N
	COBURG ROAD a) On the north-west side of Coburg Road N22 adjacent to No.83 Mayes Road, a length of 9.1 metres. b) On the south-east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 20.7 metres.	To convert resident permit holders parking bays to double yellow lines	To prevent any parking to keep the junction clear for buses.	Y
	c) On north-west side of Coburg Road N22 outside the dropped kerb vehicle access to No.83 Mayes Road, a length of 7.1 metres. d) On south-east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 8 metres.	To convert the existing single yellow line to double yellow line	To improve carriageway width and road safety.	
	MARY NEUNER ROAD a) Northeast side outside Silvana Mansions. b) Southwest side outside Avalon Mansions.	Removal of double yellow and introduce a bus stand.	Bus passenger amenity.	Y
23-24/HBP/002	WESTERN ROAD a) On the west side of Western Road N22 outside No.22 The Decorium, a length of 16.6 metres.	To convert the shared use permit holders parking/ pay-to-park bays to double yellow lines	Bus passenger amenity.	Y
	b) On the west side of Western Road N22 opposite the car park for Faith Miracle Church, John Raphael House.	To remove the shared use permit holders parking/pay to park bays. To provide new bus stop	To improve carriageway width	
	c) On the west side of Western Road N22 opposite the dropped kerb vehicle access to the car park for Faith Miracle Church, John Raphael House, a length of 9.4 metres.	To introduce double yellow lines.		

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/loading restriction required? Y/N
	d) On the east side of Western Road N22 outside lamp column WE/4S/, a length of 12 metres.	To convert double yellow lines to a bus stop	To provide clear entry to the bus cage.	
	e) On the west side of Western Road N22 outside lamp column WE/6/S, a length of 38.1 metres.	To remove the shared use permit holders parking/pay to park bays.	Bus passenger amenity.	
	f) On the west side of Western Road N22 outside lamp column WE/6/S, a length of 27 metres.	To introduce double yellow line	To improve carriageway width and space in the junction.	
	g) On Western Road N22, with the centre of the crossing located 64.6 metres north-west from the northern kerb line of Coburg Road.	A raised zebra crossing (this will be the full width of the carriageway).	To improve visibility at new zebra crossing and improve carriageway width for buses.	
	COBURG ROAD a) On the south-east side of Coburg Road N22 outside No.63 to No.77, a length of 19.6 metres.	To remove business permit holders' bay.	Provide safer facilities for pedestrians and vehicle speed reduction measure.	Y
	b) On the south-east side of Coburg Road N22 outside No.63 to No.69, a length of 12 metres.	To introduce a bus stand.		
	c) On the south-east side of Coburg Road N22 outside No.71 to No.73, a length of 7.6 metres.	To introduce new double yellow lines.		
23-24/HBP/003	CLARENDON ROAD a) on the west side of Clarendon Road N22 outside No.33 Civica Election Services (2x car lengths, 10 metres in length).	To convert the shared use permit holder parking/pay to park bays to double yellow lines		Y

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/ loading restriction required? Y/N
	b) On the west side of Clarendon Road N22 outside No.25 (1x car lengths, 5 metres in length).	To convert the resident permit holders parking bay to double yellow lines	To improve carriageway width and road safety.	
	c) On the north side of Clarendon Road N22 from its junction with Hornsey Park Road to lamp column CD60 opposite Jessica Buttons Factory, No.30.	To convert all permit holders parking bays to double yellow with double kerb blips		
	d) On the south side of Clarendon Road N22 located at the rear of Destiny Haven Nursery & Pre-school	To convert resident permit holder bays to double yellow line with double kerb blips.		

Statutory (TMO) Consultation

- 5.7 In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, referred to as LATOR, the authority must carry out certain procedures before making a traffic management order. This includes consultation of specified consultees, publishing a notice of proposal and any other steps it considers appropriate.
- 5.8 The statutory TMO consultation on the proposed highway changes began on 17 January 2024. The process consisted of a Notice of Proposal being published in the London Gazette, the Enfield and Haringey Independent and the notice being erected on site in the affected parts of Heartlands area. The relevant documents were deposited at the Council's offices as required under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The closing date for objections and representations was 7 February 2024. Appendix C shows the statutory TMO notice and associated plans.
- 5.9 It is not a legal requirement to provide statutory notification letters. However, a letter to residents and business, informing of the proposals and process, was also posted to affected frontages located within the Heartlands Area. (See Appendix C for letter and accompanying plans showing the proposed changes to the highway).

- 5.10 A total of 700 properties were notified of the statutory consultation via the letter and plans shown in Appendix C with a letter detailing how they could object should they wish to do so. However, it was noted that some of the new properties may not yet be occupied. The letter and site notices explained that anyone wishing to raise an objection or representation to the proposed traffic orders must formally send this to the Council by 7 February 2024 via the online portal at <https://consultation.appyway.com/haringey>, doing so either by emailing traffic.orders@haringey.gov.uk or in writing to the Council.
- 5.11 As part of the statutory process, the following statutory bodies were also notified:
- AA
 - London Transport
 - Police (local)
 - Fire Brigade
 - London Ambulance Service
 - Freight Transport Association
 - Road Haulage Association
 - RAC
 - Metropolitan Police (traffic)
 - London Travel Watch
 - Haringey Cycling Campaign

Responses to Consultation

- 5.12 34 responses were received to the statutory 21-day consultation; these are detailed in Appendix D. Officers considered all feedback received and grouped them into themes and provided a summary of these in Table 2 below together with an officer's response to any objections. The Metropolitan Police Service (MPS) responded saying that it had no objection to the proposals.
- 5.13 Table 2: Summary of objections / feedback and officer comments

Headline objections	Detailed objections	Officer comments
Noise and Air pollution	Buses operating 24/7	<p>The Council's Transport Strategy (2018) seeks to connect communities, workplaces and high streets in managing growth impacts, carbon emissions by prioritising sustainable transport choices. The aim of this is to result in safer and less congested highways.</p> <p>The east-west bus route reduces need for car travel to Wood Green from Islington and the west of Haringey.</p> <p>TfL has made progress in greening its bus fleet. All buses in its fleet are either low or</p>

		zero emission (at tailpipe) meeting the latest Euro VI standards. The buses contribute to improving air quality and minimise overall vehicle sound, with lower vibration levels for a more comfortable experience.
Traffic increase	<p>Congestion at Turnpike Ln – Clarendon intersection</p> <p>Congestion on Mary Neuner Road from cars / lorries</p> <p>Congestion on Mayes Road</p> <p>Disturbance – safety to children and health due to increase in heavy traffic.</p> <p>Traffic congestion already present on Clarendon Rd, Turnpike Ln, Hornsey Pk Rd and Wightman Rd. Introducing buses will add risk and traffic already present.</p> <p>Congestion is present and blocks access to the building which is concerning for wheelchair users</p>	<p>The proposals help to ensure that the local bus network provides an attractive alternative to private car use; helping reduce private motor traffic by encouraging travel on public transport.</p> <p>The recently installed road layout on Mary Neuner Road contains traffic calming measure to deter speeding; proposals on Western Road include installation of two speed tables and a zebra crossing. This helps further reduce speeding and provide a safe crossing point.</p> <p>If a decision is made to proceed with the proposals, when operational, TfL will be preparing a route timetable from bus stop to bus stop. The timings will be monitored to understand if there are delays on the route and whether possible mitigation measure will be made to reduce congestion.</p> <p>If the decision is made to proceed with the proposals, disabled users will have the opportunity to travel by bus which is currently not possible, this will allow them to have close access to the new developments on Western Road and Mary Neuer Road.</p> <p>We do not anticipate additional congestion which impact access to new buildings as proposal includes removal of parking bays at key locations to ensure clear and safe bus accessibility.</p>
Proposed bus route/ Nature of road is not suitable for buses Route along school on Western Rd	Risk Assessment – Due diligence taken place, and can it be shared?	<p>The proposals have been tested for route suitability by conducting a route test drive with TfL and Haringey Council officers. All safety concerns arisen from the route test have informed the designs. Tests will also be conducted post construction works, ensuring works are correct before the route is officially operational.</p> <p>The highway proposals will have independent road safety audits conducted pre and post implementation should a decision be made to proceed with the scheme.</p> <p>These documents will be shared by Haringey officers if requested.</p>
Anti-social behaviour	<p>Increase in crowds</p> <p>Anti-social behaviour – Avalon Mansions – bus stop will be outside main entrance</p>	<p>The proposed bus routes will predominantly run through residential and small business areas. As it is not on a main road or a busy high street, it is not expected to attract anti-social behaviour or congregation at bus stops.</p>

	People congregating outside bus stops	
Parking	<p>Katerina House relies on parking located on Clarendon Road</p> <p>WestPoint's apartments rely on parking located on Clarendon Road</p> <p>Lack of disabled parking for Blue Badge holders</p> <p>People will have to park further away from home and walk longer distances</p> <p>Cannot afford to lose parking on Mayes Road</p> <p>Disabled people rely on parking on Mayes Road</p> <p>Disabled parking on Mary Neuner Road outside Silvana Mansions.</p>	<p>Unfortunately, following extensive route testing and a joint safety review by TfL and the Council's Highways and Parking Service, a number of car parking spaces must be removed to facilitate safe movement of the buses along Clarendon Road and Mayes Road. This may have a negative impact on some existing residential developments adjoining these roads. However, as per the consultation documentation, there will be sufficient car parking spaces within a short walk of the buildings. Also note that the proposal will not result in removal of any marked disabled parking spaces which can be used by any Blue Badge holder. The loss of car parking spaces and resulting impact on residents is regrettable and we have taken great steps to try and minimise this by only removing the spaces absolutely necessary to facilitate the new bus routes.</p> <p>The introduction of the new bus route's loss in these car parking spaces is supported by the Council's adopted Local Plan and Transport Strategy which seek to:</p> <p><i>"Use transport infrastructure as a catalyst for growth such as allowing higher density development near stations and in town centres."</i></p> <p>1) The removal of the 43 car parking spaces will provide the catalyst for the introduction of 2 new bus connections will facilitate some additional trips per day in an area which is experiencing high density growth and requires the complimentary transport infrastructure to ensure that this growth is sustainable and is in line with the Council's Local Plan.</p> <p>2) Capacity and Connectivity - Providing additional east/ west connectivity which is currently not served by public transport will reduce the need for car use resulting in a better less congested highway network.</p> <p>3) Parking Pressures – The reliance on car use to access employment or services, and the growth of households with multiple cars, is having a significant impact on urban and residential amenity. The introduction of the two new bus routes' alignment will provide</p>

		<p>additional connectivity and capacity to reduce the reliance on car trips.</p> <p>The existing disabled parking bays on Mayes Road will remain in place so they are not affected by the proposal if they proceed. A proposed bus stop on Mayes Road will help less abled users who do not have a car travel to the area.</p> <p>Existing disabled bays located on Mary Neuner Road, within proximity of Silvana Mansions will be retained.</p>
Transport facilities nearby	Wood Green, Station Road and Turnpike Lane are all short walking distances away	Haringey and TfL aim to encourage travel by sustainable modes of transport wherever possible. The proposals provide public transport access to the new residential area while reducing surplus capacity on Wood Green High Road where it is not needed. The future of the Heartlands area provides more car free residential areas where availability of public transport will be key to good accessibility to the area.
Access on event days	On event days the two care centres use up most parking on Clarendon Road and park illegally causing congestion	If the scheme is implemented, illegal parking outside hours of controls will be monitored to ensure buses can travel along the route without obstruction. If there are issues preventing buses travelling safely through these roads, then further changes to road alignment/enforcement will be considered.
Safety	<p>Will be more unsafe for children with buses on the route</p> <p>Speeding concerns as kids play outside</p> <p>Buses will make it less safe for children crossing the road, particularly on Mary Neuner Road</p> <p>More people will be using Jack Barnett Way to get to the proposed bus stop on Mayes Road, making ladies particularly feel more vulnerable</p> <p>Parking further away from home will make it less safe for car users.</p> <p>Less safe for disabled people crossing the road as Buses will be driving towards them.</p>	<p>Mary Neuner Road has been designed to accommodate buses, and based on the various bus route tests completed there is nothing to suggest that the introduction of the new bus route will impact on the safety of children crossing the road. The scheme will promote the connectivity of the regenerated local area with the rest of Haringey and beyond. It improves the accessibility by public transport of new residents who may not have direct access to a private vehicle.</p> <p>The Council supports travel to school by sustainable modes of transport.</p> <p>Introduction of buses may encourage sustainable transport which in turn may result in less private car use, thus promoting road safety.</p> <p>Jack Barnett Way is a footpath connecting Mayes Road to Parkland Road. The path is illuminated by street lighting columns managed by the Council; it is surrounded by residential units where a proportion of the houses directly front the path. This provides users a level of protection promoting safety,</p>

		<p>even if the number of people using the path increases.</p> <p>Anyone living on Parkland Road or nearby wishing to travel by bus will have the option to walk to the bus stops located on Station Road, which may influence the number of people choosing to use Jack Barnett Way.</p> <p>TfL drivers operating buses have undergone training to ensure they drive buses safely and responsibly, therefore disabled people crossing the road should not face greater risk. To ensure vehicle speeds are reduced, the proposals include two raised tables on Western Road and a zebra crossing to help all users cross safely.</p>
Quality	Lower standard of development (Mary Neuner Road)	<p>The introduction of the bus route is part of the master planning of the Clarendon Square planning application and always formed a part of the scheme as secured by the section 106 legal agreement forming part of the condition under which the scheme was approved for implementation. Newly built developments along Mary Neuner Road such as the Silvana and Avalon Mansion are all car free developments with parking facilities mainly allocated to disabled users. Several similar car free developments are planned within close proximity. If no transport links are provided, business and resident will have limited choice of direct access to the area.</p>
Emergency Services	Has consultation with emergency services been done, especially police on Western Road	<p>Emergency services were consulted as part of the statutory traffic order process. Meetings with the Metropolitan Police have also been had, and they have not raised any objections to the proposals.</p>

6 Traffic Order Making Process

- 6.1 After considering the statutory consultation responses including discussion with TfL buses, officers recommended that the proposed changes as set out in Appendix A, except the proposals for the bus stand on Coburg Road, be implemented. For the Coburg Road bus stand, officers recommend the revised design for this be implemented, as detailed under Appendix B.
- 6.2 It is noted that Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (LATOR) provides that local authorities must hold a public inquiry before making a TMO if a TMO prohibits loading or unloading or prohibits or restricts the passage of public service vehicles and an objection has been made and not withdrawn other than an objection which does not relate to the

loading/unloading prohibitions or the prohibition/restriction on the passage of public service vehicles. The TMOs will prohibit loading and unloading, but none of the objections relate to the prohibition on loading and unloading and so there is no obligation to hold a public inquiry.

- 6.3 Local authorities also have a discretion whether to hold a public inquiry or not prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry as the project will contribute towards achieving numerous policy objectives including facilitating travel by sustainable modes/reducing motor traffic in the area and holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.
- 6.4 The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) “secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas through which school street runs, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable.” Officers consider that the following are of particular relevance, given the objectives of this project:
- The proposal will reduce road danger by reducing the risk of speeding and collisions, thus securing the safe movement of traffic and, in particular, vulnerable road users;
 - The proposal will facilitate, and further improve, the passage of public service vehicles (buses) and secure the expeditious and convenient movement of those vehicles and those using such vehicles;
 - The proposal promotes the use of sustainable transport modes (over and over the private car) which, in turn, brings improvements to local air quality. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995;
 - The proposal supports the new Heartlands regeneration area which is in the process of occupation.

7 Contribution to the Corporate Delivery Plan 2022-2024 high-level strategic outcomes

- 7.1 The recommendations in this report support the following high-level strategic priority outcomes contained within the Corporate Delivery Plan:

Theme 1: Resident experience, participation and collaboration

- Positive Resident Experience
- Inclusive Public Participation

Theme 2: Responding to the Climate Emergency

- A Greener and Climate Resilient Haringey
- A Just Transition
- A Low Carbon Place

Theme 8: Placemaking and Economy

- Placemaking

7 Carbon and Climate Change

- 7.1 The recommendations support the Responding to the Climate Emergency Theme in the Corporate Delivery Plan. The proposals will improve bus journey flow throughout the new corridor through prioritising kerb space use and helping promotion of use of buses as a sustainable travel mode.

8 Transport policy objectives

- 8.1 Improvements to bus services and associated infrastructure help deliver policies and targets set within the Mayor of London's Transport Strategy (MTS). These policies and targets have since been adopted by Haringey through the Haringey Local Implementation Plan and Walking and Cycling Action Plan (2022):
- The MTS uses the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
 - Mode share – 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
 - Physical activity – all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)
- 8.2 The proposed changes to parking places and waiting and loading restrictions align with the Council's CPZ policy and Transport Strategy (section 4.4) which include:
- An improved air quality and a reduction in carbon emissions from transport; and
 - A well-maintained road network that is less congested and safer
- 8.3 Delivery of the proposed changes will help the Council to provide safer travel by improving sightlines, visibility and traffic flow for pedestrians, cyclists and other road users.

9 Statutory Officer comments

Finance

- 9.1 This report seeks the approval for the implementation after completing statutory consultation of changes to waiting and loading in the Heartlands area at a cost of £450,000. The cost of this proposal will be fully met by the budget provision of £150k from TfL LIP, and £330k will be from the Housing Department budget cost code 20006606.

Legal

- 9.2 The Council has power to install raised tables under section 77 of the Highways Act 1980 and pedestrian crossings under section 23 of the Road Traffic Regulation Act 1984.
- 9.3 The Council also has power under section 115A of the Highways Act 1980 to place objects or structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public to install markings on a highway to delineate a bus stop clearway under the Traffic Signs Regulations and General Directions 2016 and to vary no parking restrictions/introduce no waiting and loading restrictions under Sections 6 and 124 of the Road Traffic Regulation Act 1984.
- 9.4 Before installing a pedestrian crossing/raised table/varying parking restrictions/introducing no waiting and loading restrictions, the Council must consult with the parties described in paragraph 5.11 of this report and place/publish notice of the proposal(s) and make the draft order/notice available for inspection at its offices at Alexandra House, Station Rd, London N22 7TY.
- 9.5 When a consultation has been undertaken, the Council must take into account the representations received in response to that consultation when taking a decision. The consultation responses received are set out in Appendix D to this report and officers' consideration of the same are set out in Table 2 of this report which must be taken into account before the decision whether to implement the zebra crossing/make the necessary TMOs is taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve any of the measures in the proposals in light of those representations.
- 9.6 The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response but is not under a duty to adopt the views of consultees.
- 9.7 Section 122 of the RTRA requires the Council to have regard to factors pointing in favour of imposing a restriction on the movement of traffic and those pointing in favour of securing the convenient and safe movement of such traffic, balancing the various considerations and concluding that the restrictions represent an appropriate outcome.
- 9.8 The factors which have pointed in favour of introducing a controlled pedestrian crossing are set out in paragraph 5.6 of this report.
- 9.9 Regulation 9(1) of LATOR sets out when an authority must hold a public inquiry before making an order and when it has a discretion to hold one. [The TMOs will prohibit loading or unloading at any time each day but not prohibit or restrict the passage of public service vehicles as stated under section 5 above and objections received to the TMO so there is an obligation on the Council to hold a public inquiry]. Having considered the objections to the proposal, it would be lawful for the Council to decide not to hold a public inquiry for the reasons explained in paragraph 6.2 of this report.

- 9.10 The decision to approve the installation of a new pedestrian crossing/raised table/bus stop clearway and varying no parking restrictions/introduce no waiting and loading restrictions is an executive decision that can be exercised by the Cabinet Member for Climate Action, Environment and Transport in accordance with the Council's Constitution/the Leader's allocation of the taking of such decision to that Member by the Leader of the Council in the Forward Plan 5 February 2024 – 31 May 2024.

Equality

- 9.11 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.
 - Advance equality of opportunity between people who share those protected characteristics and people who do not.
 - Foster good relations between people who share those characteristics and people who do not.
- 9.12 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.
- 9.13 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 9.14 The proposal to recommend proceeding with the proposed changes listed in Table 1 at various locations in the Heartlands area is a necessary step that recognises and takes account of the health and safety and parking needs of Haringey's existing and new residents, visitors, shoppers and businesses and public transport providers.
- 9.15 The consultation notice was provided to all relevant residents and businesses. Four objections were received from individuals holding disability protected characteristics. Table 2 sets out officers' responses to those objections and it is considered that the proposals will overall have a positive impact on individuals with protected characteristics in the local area including:
- No loss in allocated disabled parking.
 - Net air quality improvement (TfL buses will use Euro VI emission vehicles or electric buses) which will have a positive impact upon those groups most vulnerable to poor air quality (young, old and those with pre-existing health conditions which correlates with those from poorer socio-economic backgrounds).
 - Access will be retained by bus for less abled users, who have no access to private vehicles.

- 9.16 No negative impacts on individuals with protected characteristics are anticipated from the decision at this time. Paragraph 5.13 table 2 sets out officers' responses to representations and objections to the TMO consultation and it is considered that the proposals will overall have a positive impact on individuals with protected characteristics in the local area including the opportunity of disabled people to travel by bus and cross the carriageway safely by installing a levelled zebra crossing.
- 9.17 New bus stops and zebra crossing, and the associated measures installed, will be of benefit to all sections of the community. It will improve accessibility, the local environment and road safety for all road users particularly vulnerable groups such as disabled people, children, the elderly and pregnant women and those with young children. 'Age' is a protected characteristic - by increasing the safety of children, it will also have a positive equalities impact.

Strategic Procurement

- 9.18 Strategic Procurement has been consulted in the preparation of this report and the recommendations.
- 9.19 Strategic Procurement notes that the recommendation does not include a procurement decision.

10 Use of Appendices

- Appendix A – Residents letter including plan showing Haringey's proposed changes.
- Appendix B - Revised plans for bus stand on Coburg Road
- Appendix C – Statutory TMO notices and plans
- Appendix D – Public responses to the statutory consultation

11 Background Papers

- [Haringey's Corporate Delivery Plan](#)
- [Haringey's Walking and Cycling Action Plan](#)
- [Haringey's Climate Change Action Plan](#)

This page is intentionally left blank

January/February 2024

STATUTORY CONSULTATION

Proposed Haringey Heartlands Parking and Highway changes – N8 and N22

Dear Resident or Business,

You may be aware of a recent consultation undertaken by Transport for London (TfL) with regards to changes to 4 bus routes that serve Wood Green High Road and Turnpike Lane: the 91, N91, 123 and 232. This consultation is now closed, but details of the proposed changes can be found here <https://haveyoursay.tfl.gov.uk/haringey-heartlands?cid=haringey-heartlands>

The TfL proposals are a result of a review of bus operations and future bus service needs for Wood Green, which includes having a local bus network to serve the Haringey Heartlands development on the site of the former Clarendon gas works. Haringey Heartlands is a new urban quarter being developed close to Wood Green town centre. Once completed the development will provide approximately 2,000 new homes, 9,500 m2 of new office space and 16,000 m2 of new retail space over the next 5 years.

If TfL take the decision to implement their proposals, this will mean two new bus routes, Route 91 and 232 will in the future serve the new development (232 will have a temporary route in place until 2028, with changes to the permanent route after this date). The new routes will be via Mayes Road, Coburg Road, Western Road, Mary Neuner Road and Clarendon Road (slightly different route for 91 and 232).

If the new bus routes go ahead, then Haringey Council will need to make changes to the roads to facilitate these. This includes changes to the footway and carriageway to provide a new bus stand and stops, new raised tables and a zebra crossing as well as changes to parking and loading.

As such we are writing to inform you of the Councils proposals which will now be undergoing statutory consultation. The changes proposed are as follows:

Mayes Road - serving bus 232

- A new bus stop outside no.108-114 with a small section of double yellow lines with double kerb blips (no parking or loading at any time). This will require the removal of 5 permit holders parking spaces (zone WG).
- Convert the single yellow line outside no.100-106 to double yellow line.

Coburg Road – serving bus 232

- Provide new bus stand outside no. 63-73 with a small section of double yellow lines with double kerb blips (no parking or loading at any time). This will require removal of 4 business permit holder only parking spaces (zone WG). The bus stand will be required on a temporary basis until possibly 2028; a separate consultation will be undertaken on its removal when it is no longer required.
- At and near junction with Mayes Road, the following changes are proposed on Coburg Road to allow buses to enter and exit Coburg Road safely:
 - i. Convert a section of the footway/cycle lane into carriageway on the west side outside the side of District 22 Lounge.
 - ii. Convert single yellow line to double yellow line and removal of 2 permit holders parking spaces (zone WG), outside the side of District 22 Lounge.

- iii. Convert single yellow line to double yellow line and removal of 4 permit holders parking spaces (zone WG), north of John Aldis House.

Mary Neuner Road – serving buses 91 and N91

- New bus stops, one northbound outside Avalon Mansions and one southbound outside Silvana Mansions. This will involve replacing the double yellow line with the bus stops.

Clarendon Road – serving buses 91 and N91

To allow buses to safely manoeuvre through the narrow section of Clarendon Road, the following changes are proposed:

- Implement a section of double yellow line with double kerb blips outside no. 25-27. (no parking or loading at any time). This will require the removal of 1 permit holder parking space (zone WG).
- Implement a section of double yellow lines outside no. 33. This will require the removal of 2 shared permit holders and pay for parking spaces (zone WG).
- Implement a section of double yellow lines with double kerb blips by the bend on the road. This will require the removal of a total of 10 permit holders parking spaces (zone WG).

Western Road – serving buses 91, N91(both directions) and 232 (northbound only)

- Provide two new bus stops 40m north of Coburg Road, northbound and southbound. The northbound bus stop will require widening of the footway, narrowing the road to 6.5m.
- Install a raised table (road hump covering junction) and a new zebra crossing 60m north of Coburg Road.
- Implement a section of double yellow line outside eastern section of the carriageway on Western Road, north of Coburg Road. This will require the removal of a total of 15 shared permit holders and pay for parking spaces (zone WG).
- Install a raised table near Western Road Reuse and Recycling Centre.

Next stage

In order to introduce the proposals and legally enforce their use, we are required to enter into a period of consultation known as Statutory Consultation. This is the legal part of the process and takes the form of a Public Notice advertised in the local press, London Gazette and visible locations within the area to inform the public of the Council's intentions.

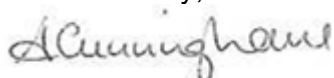
The statutory consultation for this proposal will begin on *****2024 and provides a 21-day period for anyone wishing to object to the proposals. You can send us your objection or representation via the online portal or email . Alternatively, you can write to us at the postal address shown on this letter. Please ensure that '2024-T*****' is included within the subject title when responding. The closing date for objections to be received by the Council is *****2024.

What Happens Next

Any objections or submissions will be considered by the Council before a decision is made. If the decision is made to implement the changes proposed, we will then send you a further letter informing you when works will commence on site.

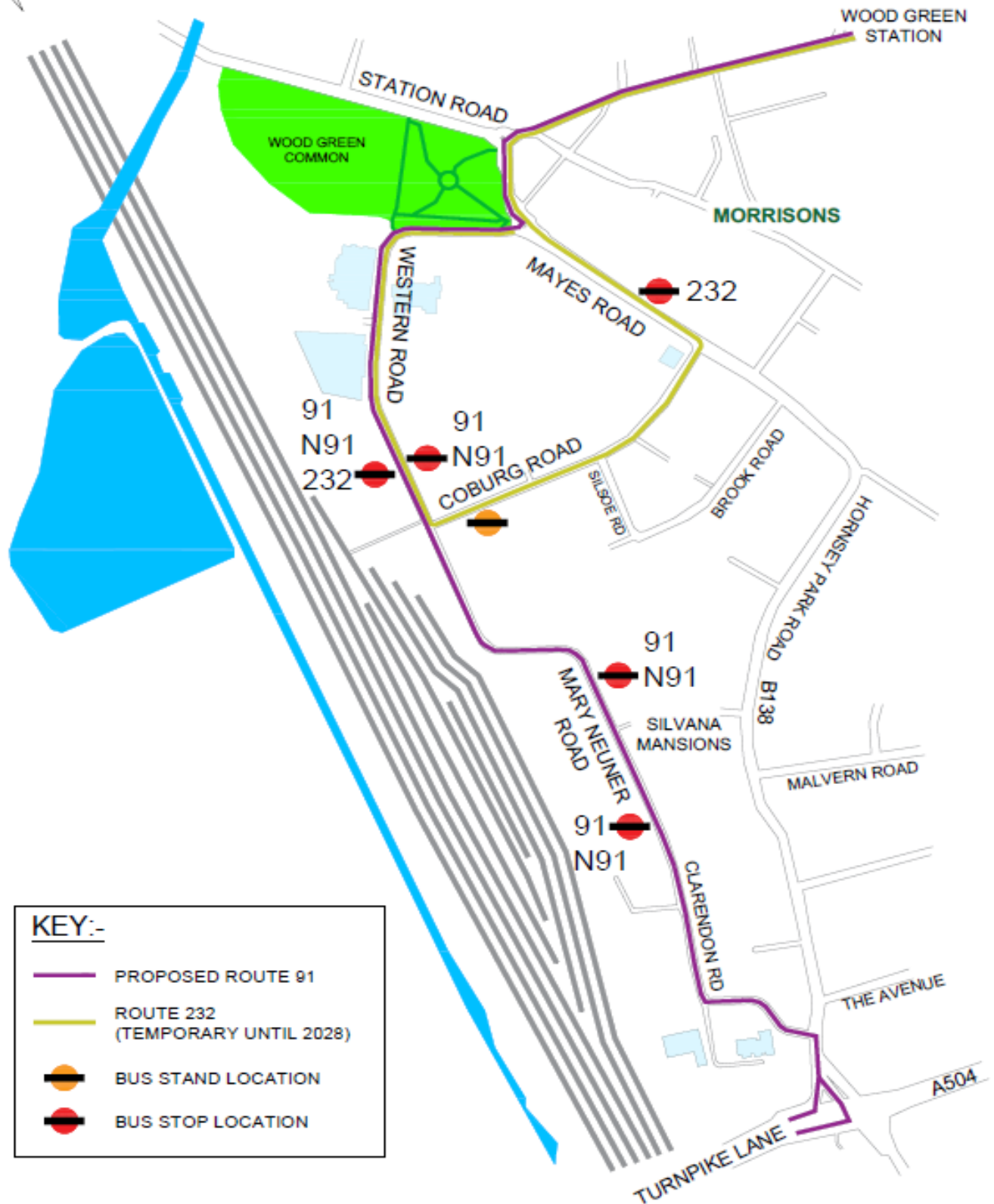
Thank you for your attention,

Yours faithfully,

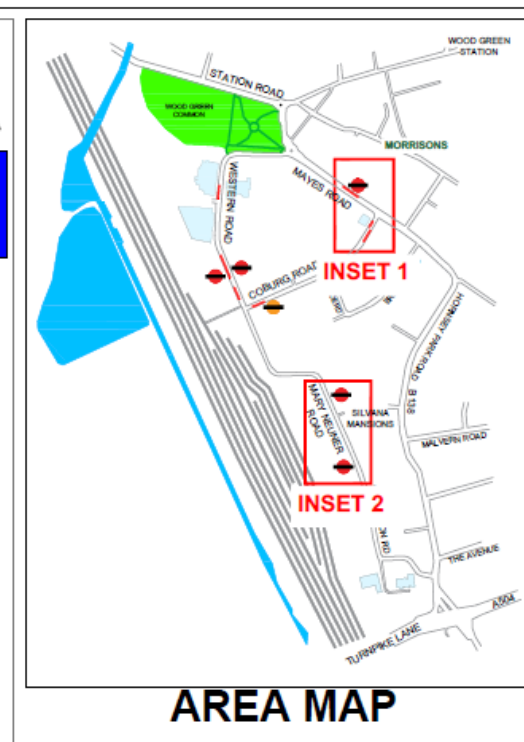
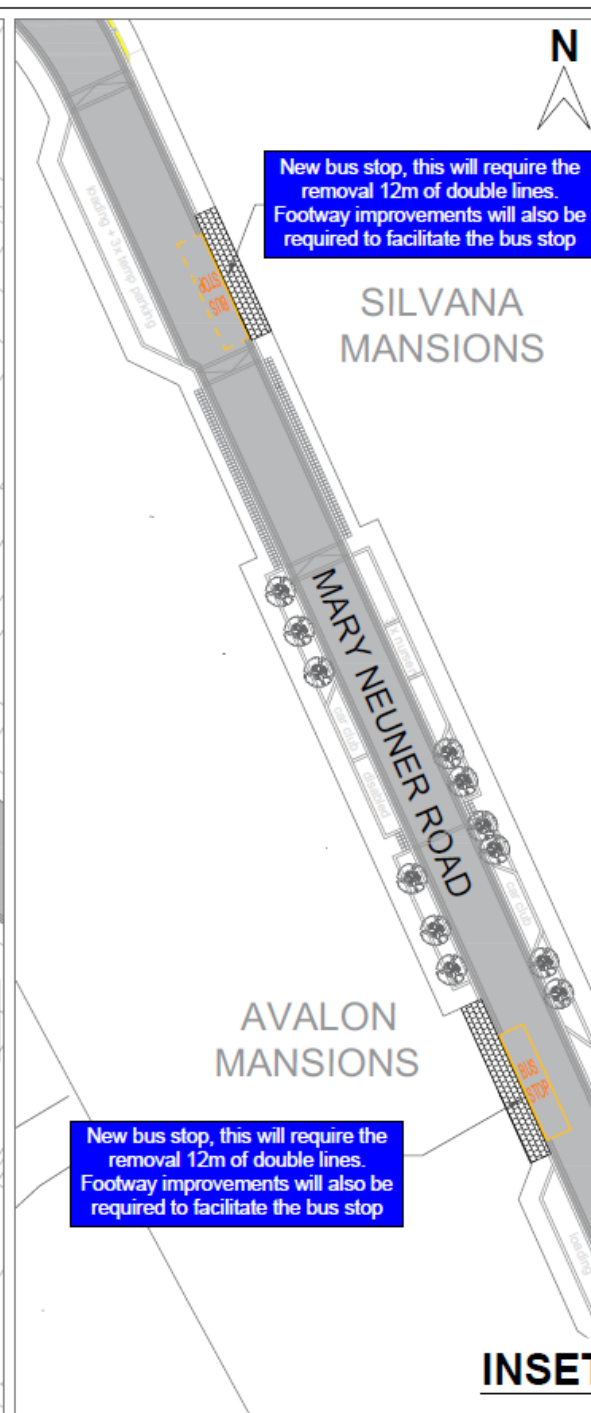
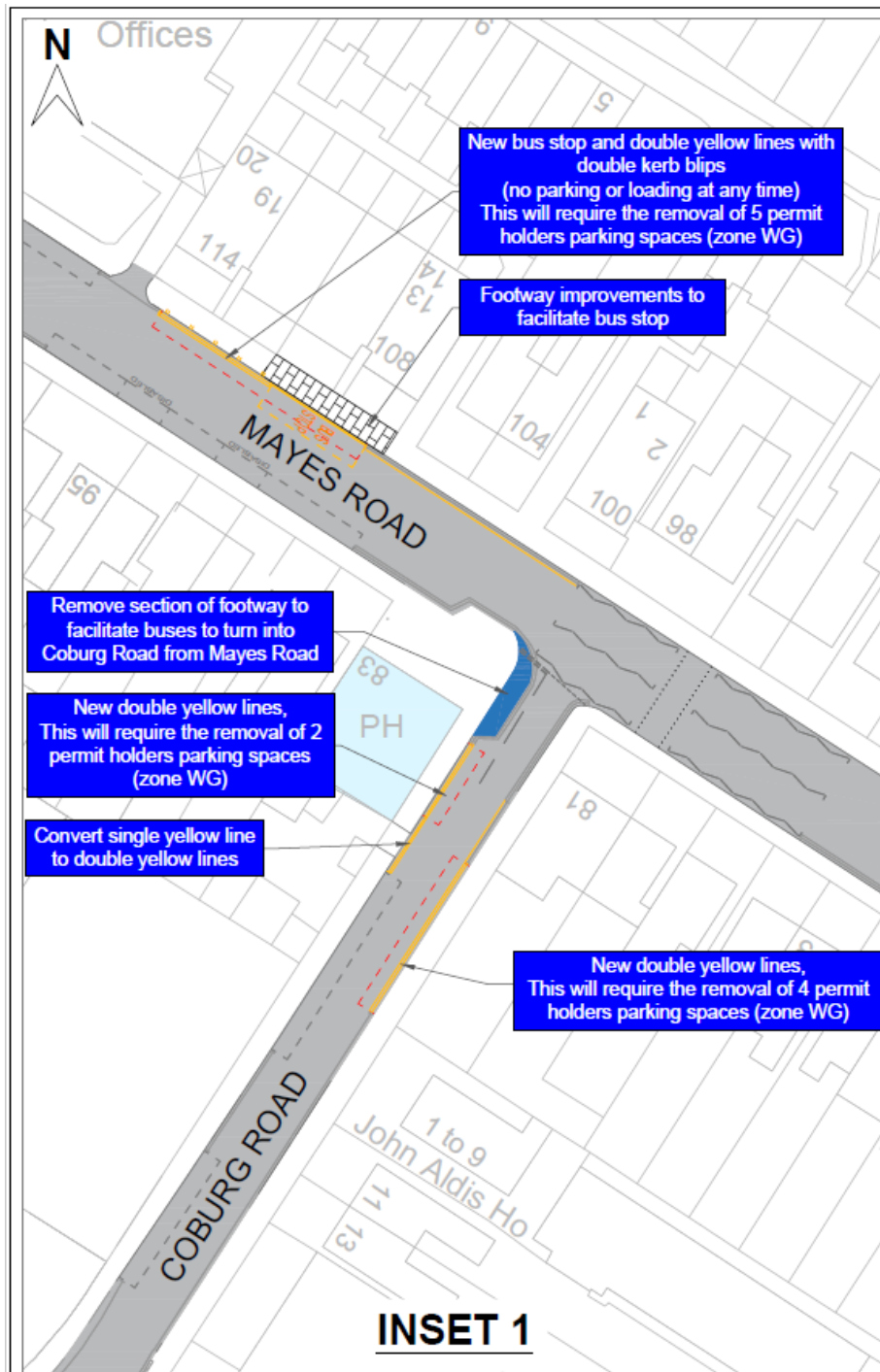


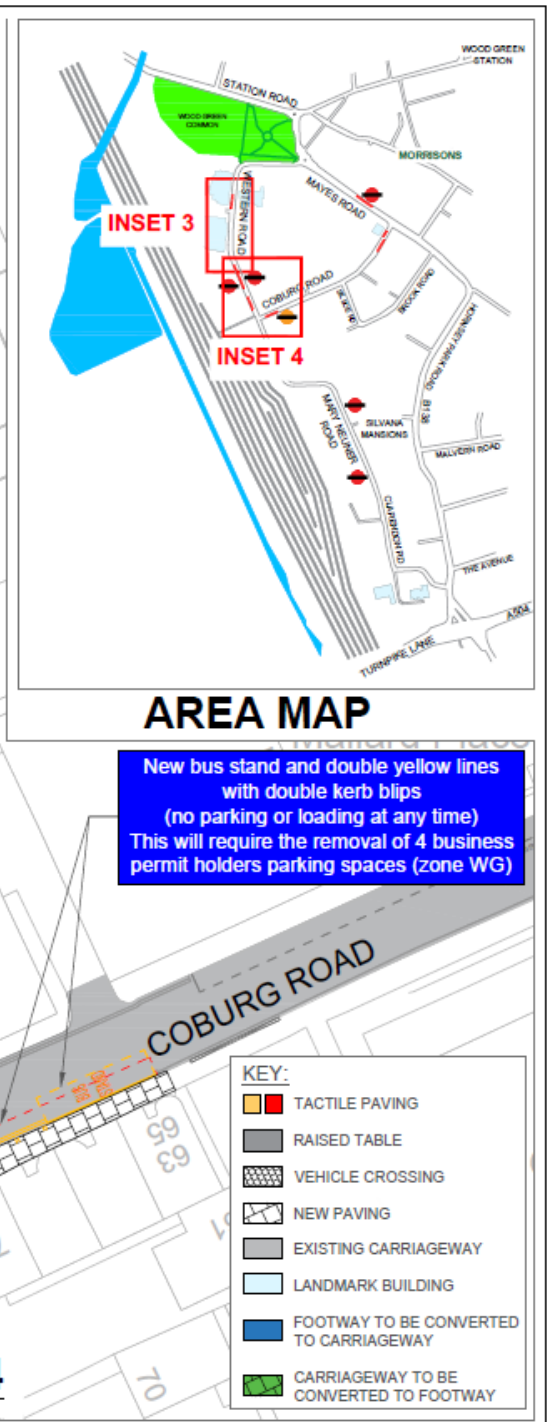
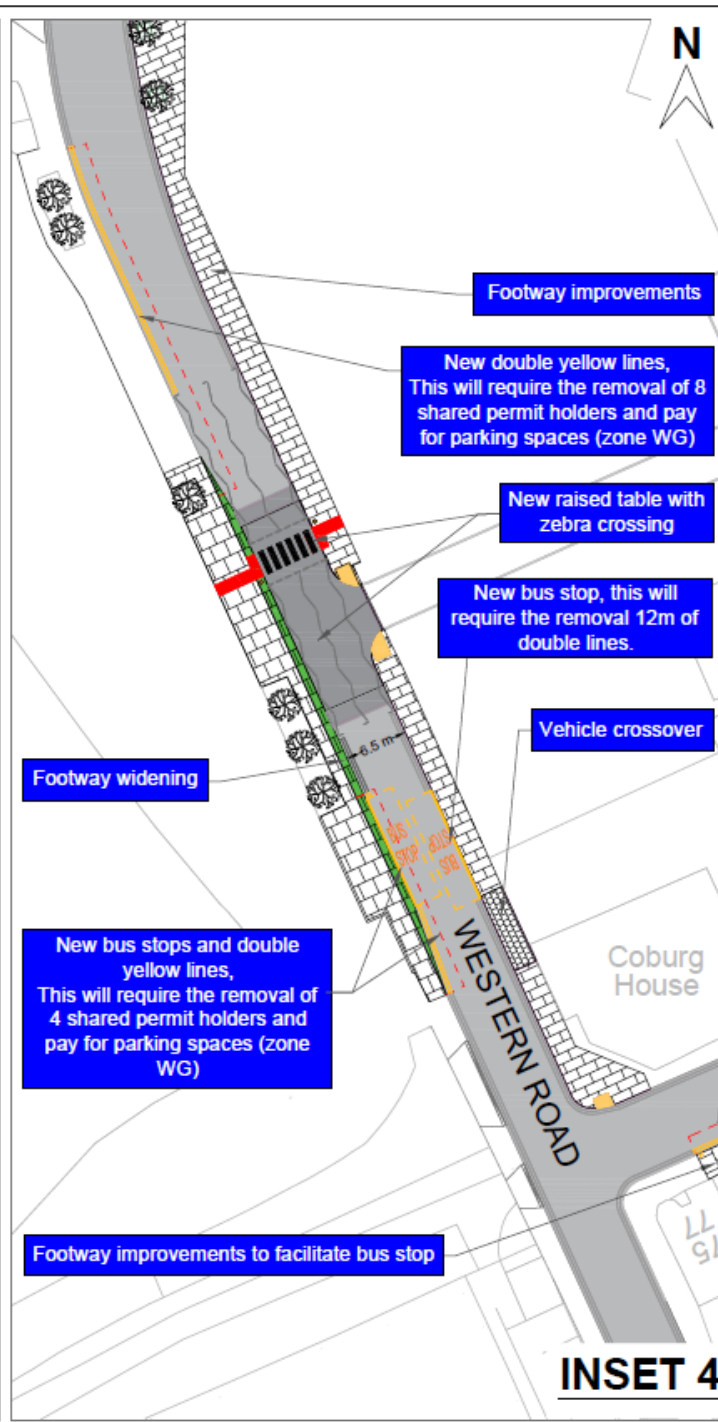
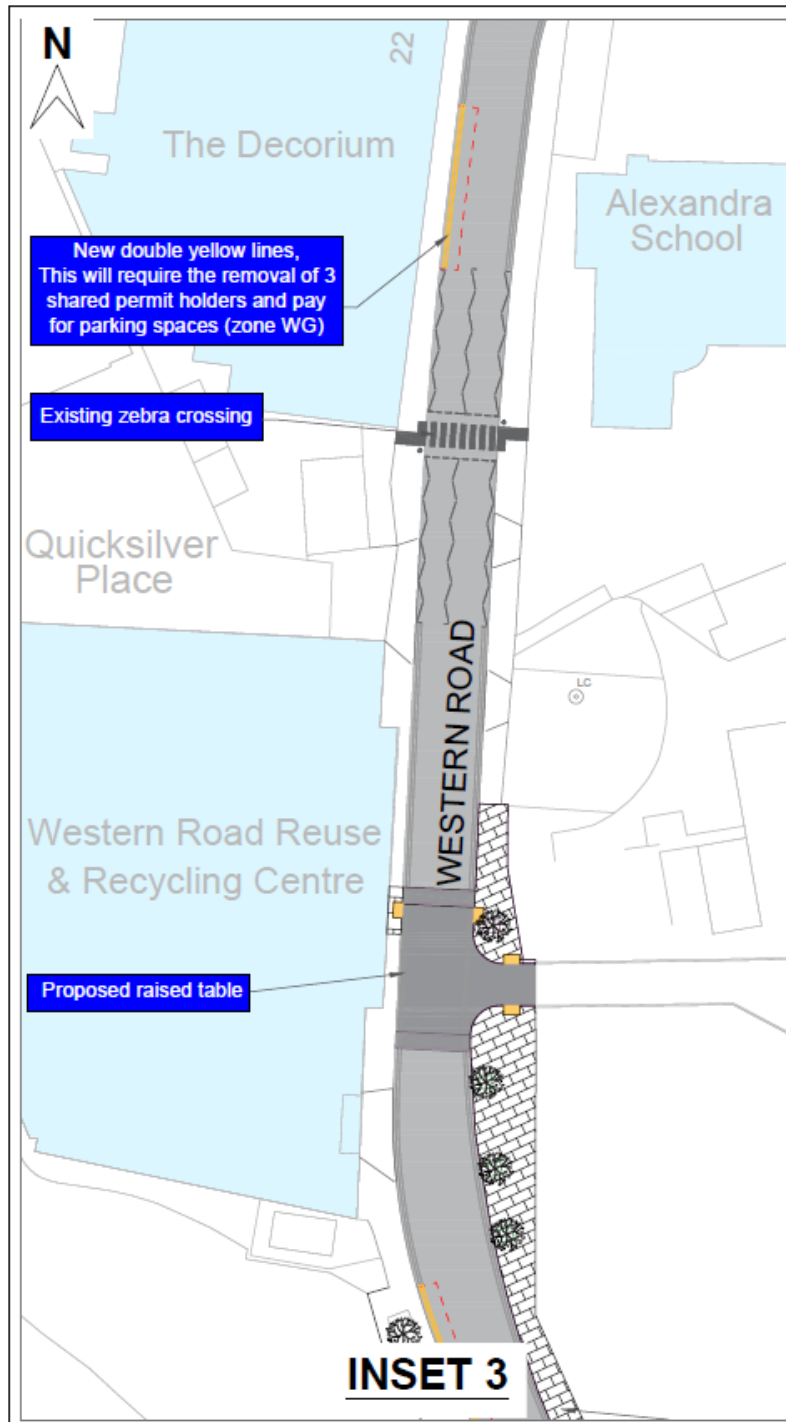
Highways and Parking
Highway & Parking
Level 4 Alexandra House
10 Station Road, Wood Green
London N22 7TR
www.haringey.gov.uk

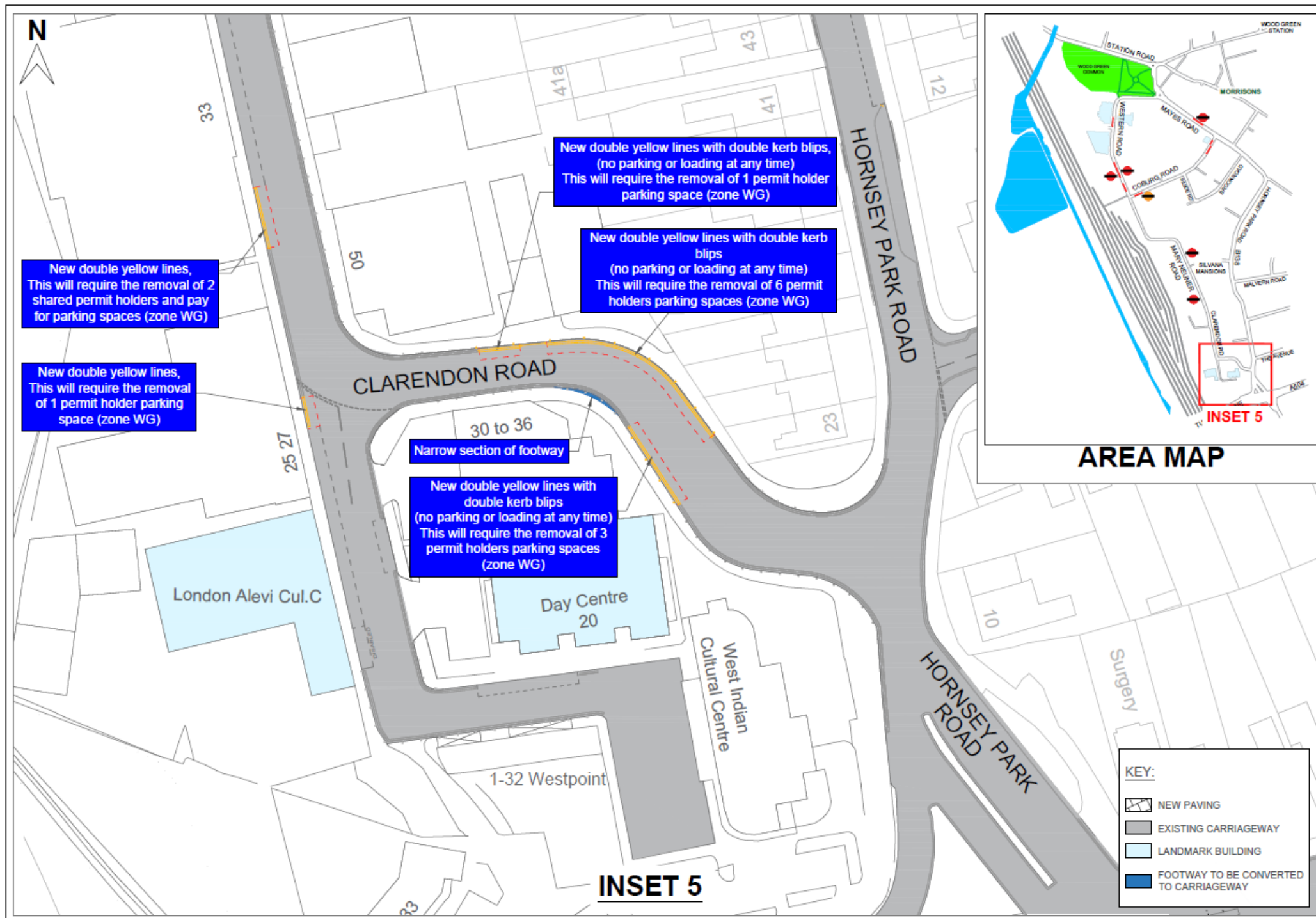
HEARTLANDS / WOOD GREEN BUS CONSULTATION



TFL'S BUS ROUTE PROPOSALS

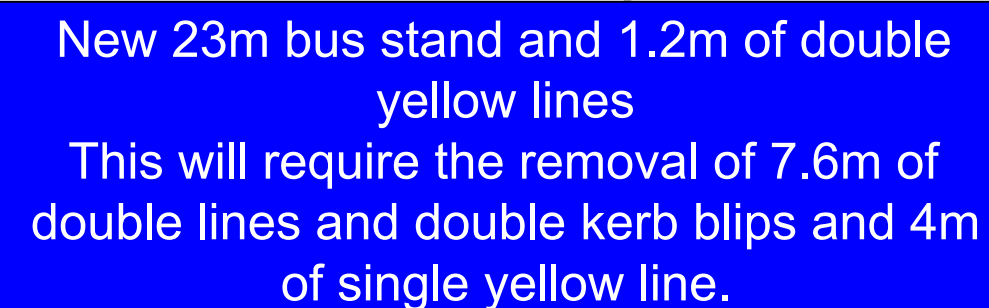








**New bus stand and double yellow lines
with double kerb blips
(no parking or loading at any time)
This will require the removal of 4 business
permit holders parking spaces (zone WG)**



Haringey
Streets
for People

This page is intentionally left blank

PROPOSAL FOR PARKING AMENDMENTS TO FACILITATE NEW HEARTLANDS BUS ROUTE
The Haringey (Charged-For Parking Places) (Amendment No. *) Order 202***
The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions)
(Amendment No. *) Order 202***

T67

Notice is hereby given that the Council of the London Borough of Haringey proposes to make the above mentioned Order under sections 6, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended and under section 90a and 90c of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 to introduce a raised speed table and Section 23 Road Traffic Regulation Act 1984 to implement a raised Zebra Crossing on Western Road N22.

The general effect of the orders:

- a) To remove resident permit holders parking bays on north east side of Mayes Road N22 outside No.108 to No.114
- b) To introduce a bus stop on north east side of Mayes Road N22 outside No.108 to No.110, a length of 12 metres.
- c) To introduce double yellow lines/double kerb blips on north east side of Mayes Road N22 outside No.110 to No.114, a length of 14.2 metres.
- d) To convert the existing single yellow line to double yellow line on north east side of Mayes Road N22 outside No.108 to No.100, a length of 26.9 metres.
- e) To convert resident permit holders parking bays to double yellow lines on north west side of Coburg Road N22 adjacent to No.83 Mayes Road, a length of 9.1 metres.
- f) To convert the existing single yellow line to double yellow line on north west side of Coburg Road N22 outside the dropped kerb vehicle access to No.83 Mayes Road, a length of 7.1 metres.
- g) To convert the existing single yellow line to double yellow line on south east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 8 metres.
- h) To convert resident permit holders parking bays to double yellow lines on south east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 20.7 metres.
- i) To remove business permit holders bay on the south east side of Coburg Road N22 outside No.63 to No.77, a length of 19.6 metres.
- j) To introduce a bus stand on the south east side of Coburg Road N22 outside No.63 to No.69, a length of 12 metres.
- k) To introduce double yellow lines on the south east side of Coburg Road N22 outside No.71 to No.73, a length of 7.6 metres.
- l) To convert the shared use permit holders parking/pay to park bays to double yellow lines on the west side of Western Road N22 outside No.22 The Decorium, a length of 16.6 metres.
- m) To remove the shared use permit holders parking/pay to park bays on the west side of Western Road N22 opposite the car park for Faith Miracle Church, John Raphael House.
- n) To introduce double yellow lines on the west side of Western Road N22 opposite the dropped kerb vehicle access to the car park for Faith Miracle Church, John Raphael House, a length of 9.4 metres.
- o) To introduce a bus stop on the west side of Western Road N22 opposite the car park for Faith Miracle Church, John Raphael House a length of 12 metres.
- p) To convert double yellow lines to a bus stop on the east side of Western Road N22 outside lamp column WE/4S/, a length of 12 metres.
- q) To remove the shared use permit holders parking/pay to park bays on the west side of Western Road N22 outside lamp column WE/6/S, a length of 38.1 metres.
- r) To introduce double yellow line on the west side of Western Road N22 outside lamp column WE/6/S, a length of 27 metres.
- s) To convert the shared use permit holder parking/pay to park bays to double yellow lines on the west side of Clarendon Road N22 outside No.33 Civica Election Services (2x car lengths, 10 metres in length).
- t) To convert the resident permit holders parking bay to double yellow lines on the west side of Clarendon Road N22 outside No.25 (1x car lengths, 5 metres in length).
- u) To convert all permit holders parking bays to double yellow lines/double kerb blips on the north side of Clarendon Road N22 from its junction with Hornsey Park Road to lamp column CD60 opposite Jessica Buttons Factory, No.30.
- v) To convert the resident permit holder parking bays to double yellow lines/double kerb blips on the south side of Clarendon Road N22 located at the rear of Destiny Haven Nursery & Pre-school.

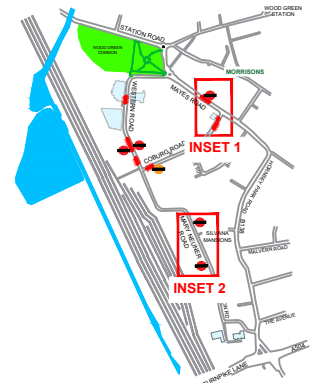
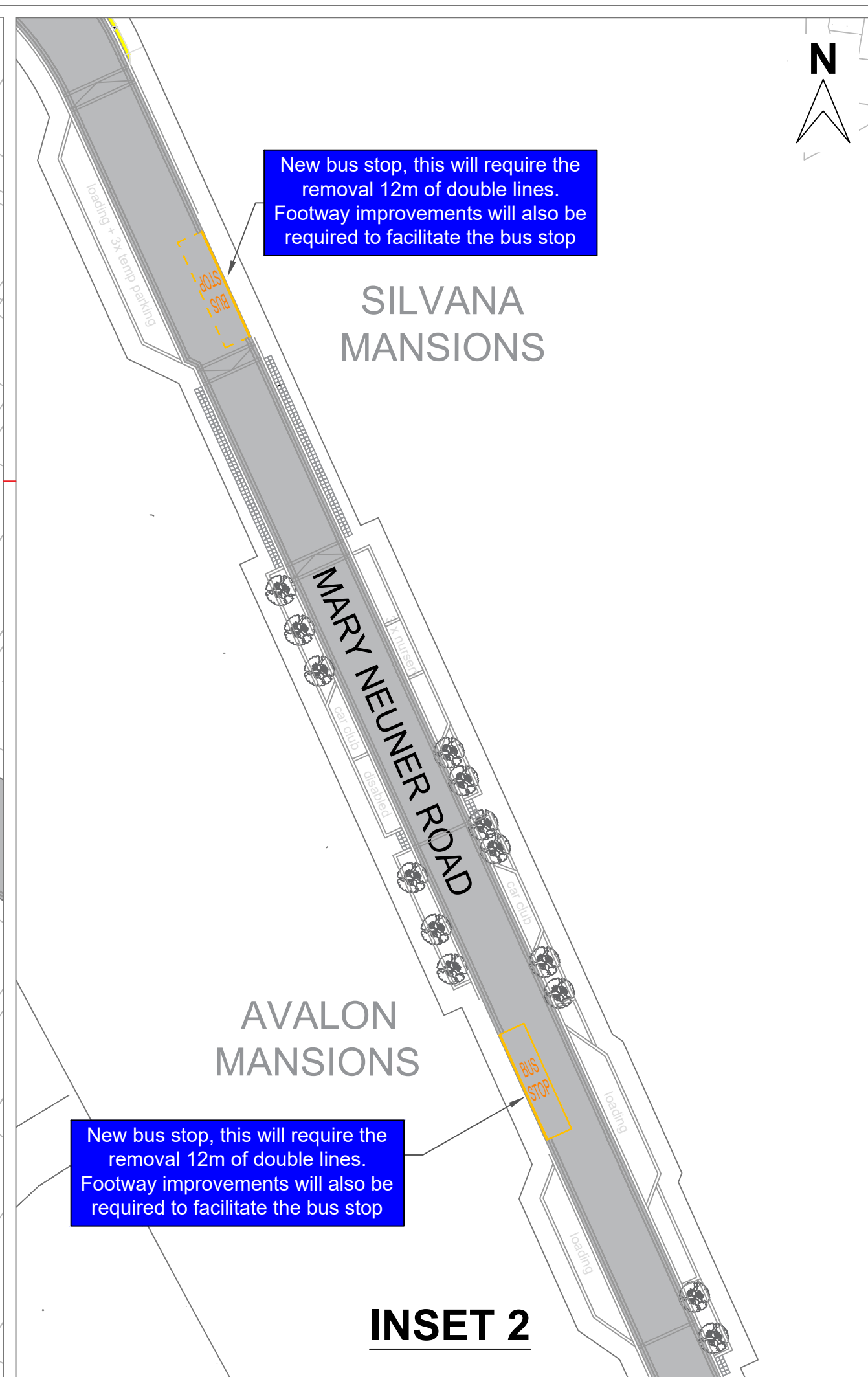
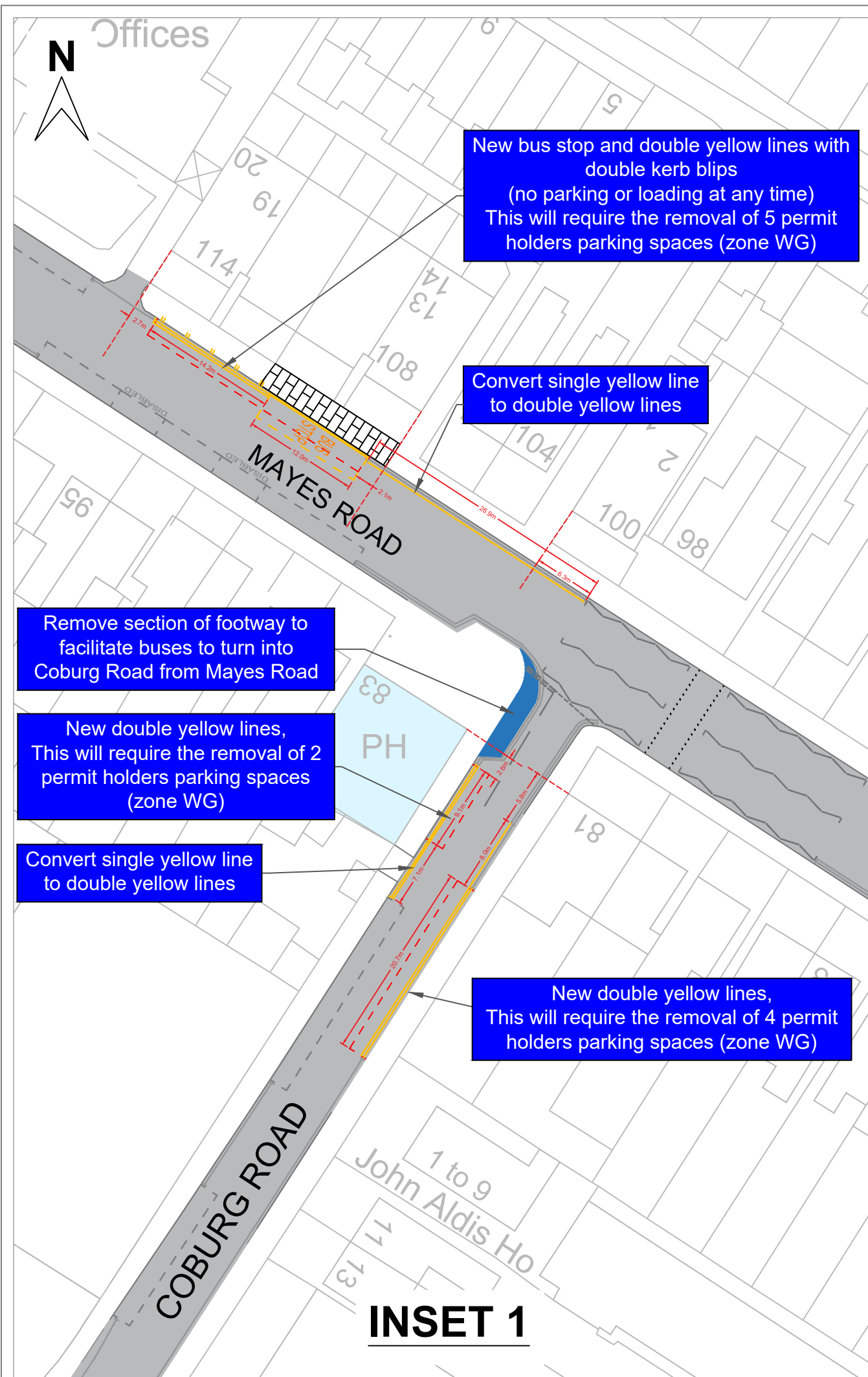
It is proposed that a raised Zebra Crossing (this will be the full width of the carriageway and a maximum height of 75mm) would be introduced on Western Road N22, with the centre of the crossing located 64.6 metres north west from the northern kerb line of Coburg Road. The speed table will commence 46.5 metres north west from the northern kerb line of Coburg Road, north west for 24.1 metres (this will be the full width of the carriageway unless otherwise stated and a maximum height of 75mm). The crossing would be supported with associated zig-zag markings, on which vehicles would be prohibited from stopping at all times. These will be placed on the carriageway either side of the crossing; no more than 17 metres in both directions.

A raised speed table will also be introduced on Western Road N22 from a point 17.9 metres north of the southern land boundary of refuse & recycling centre, north for 16.4 metres inclusive of ramps (this will be the full width of the carriageway unless otherwise stated and a maximum height of 75mm).

A copy of the proposed Orders, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Orders and plan(s) showing the locations and effects of the Orders can be viewed via the online consultation portal <https://consultation.appyway.com/haringey> Alternatively, an appointment can be made, by emailing traffic.orders@haringey.gov.uk to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders.




Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email traffic.orders@haringey.gov.uk or write to Parking Team, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2023-T67**, by 7th February 2024.

Dated: 17th January 2024
Ann Cunningham
Head of Highways & Parking



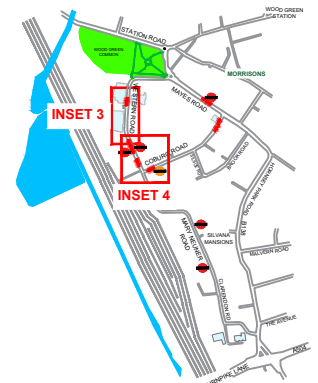
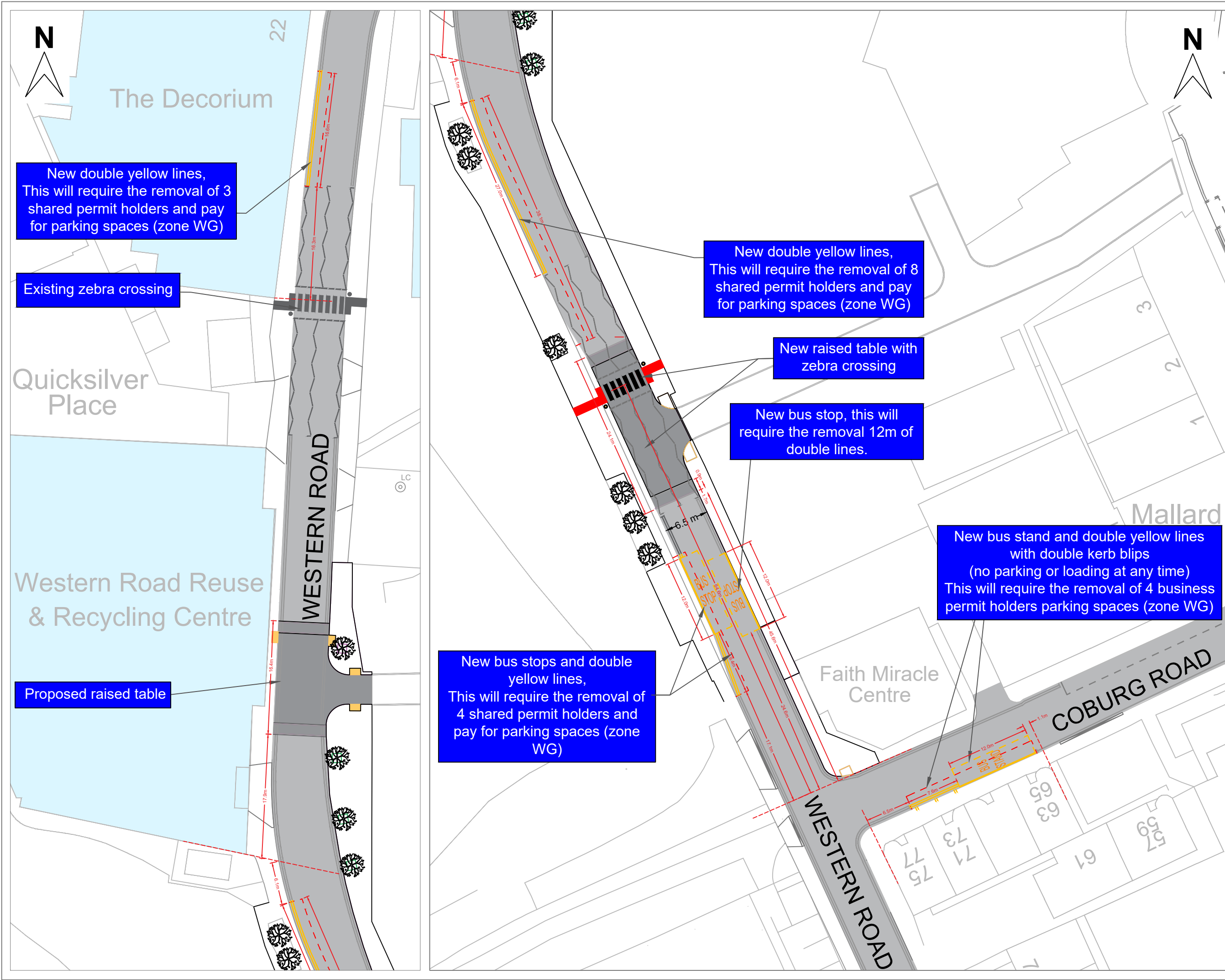
AREA MAP

KEY:

-  EXISTING CARRIAGEWAY
 LANDMARK BUILDING
 FOOTWAY TO BE CONVERTED TO CARRIAGEWAY

Rev		Description			Checked		Date		
Project:									
HEARTLAND BUS PROPOSALS									
Title:									
TMO									
Part:									
Designed:	YK	Drawn:	YK	Checked:	GH				
Scale:	NTS			Date Drawing Created:	DEC 23				
Orig. No: 23-24/HBP/001						Rev:	Rev B		





AREA MAP

- KEY:
- TACTILE PAVING
 - RAISED TABLE
 - EXISTING CARRIAGEWAY
 - LANDMARK BUILDING
 - FOOTWAY TO BE CONVERTED TO CARRIAGEWAY

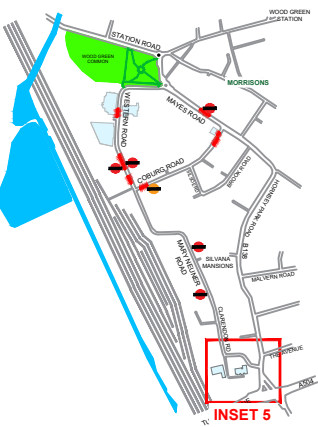
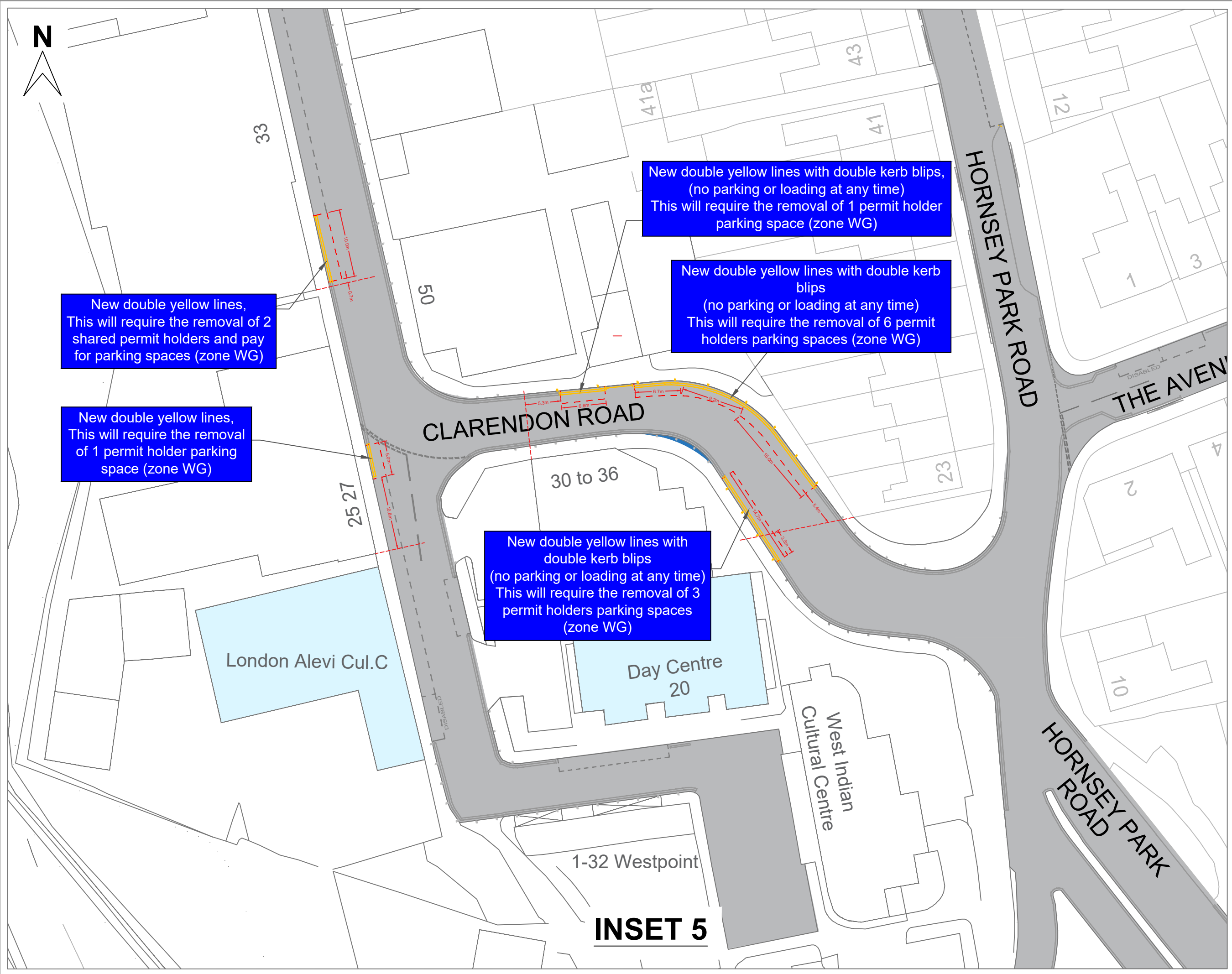
Rev	Description	Checked	Date

Project: HEARTLAND BUS PROPOSALS

Title: TMO

Path:

Designed: YK	Drawn: YK	Checked: GH
Scale: NTS	Date Drawing Created: DEC 23	
Dwg. No: 23-24/HBP/002		Rev: Rev B



AREA MAP

KEY:

- EXISTING CARRIAGEWAY
- LANDMARK BUILDING
- FOOTWAY TO BE CONVERTED TO CARRIAGEWAY

Rev	Description	Checked	Date
Project: HEARTLAND BUS PROPOSALS			
Title: TMO			
Path:			
Designed: YK	Drawn: YK	Checked: GH	
Scale: NTS	Date Drawing Created: DEC 23		
Dwg. No: 23-24/HBP/003	Rev: Rev B		



This page is intentionally left blank

Original Feedback Date	Responder Type	Post Code	Feedback Category	OrderSupport	FeedbackText
02/07/2024 22:53:40 +00:00	Resident	N8 0FD	Noise pollution - buses running 24/7 Traffic increase Risk Assessment - Due diligence taken place and can it be shared? Anti-social behavior - Avolon Mansions	WhollyObject	<p>I am writing to submit my objections concerning the 2024-T67 Proposed Haringey Heartlands Parking and Highway changes.</p> <p>The objection is due to the proposed bus route which will impact the quality of life of residents who reside on the Mary Neuner Road development and surrounding area. This is presently a quiet and peaceful development and only serving residential road. Implementation of new bus route directly through the calm residential road area would drastically increase noise pollution, level of traffic and would reduce quality of life given large and frequent buses operating directly outside residents properties. The road is also small in width, adjoining residential properties on either side of the street within close proximity with any vehicle traffic traversing through the road.</p> <p>The proposed bus route will run 24 hours a day, therefore the significant increase in noise pollution, increase in traffic volume, in addition to vibration that will be caused by the heavy vehicles are of concern. In particular, Avalon Mansions consists of a large proportion of families with small children, not only will this impact their ability to right to a peaceful home life by virtue of noise pollution, potential vibration impact to the buildings; long term issues may induce cracks to the foundations and walls of the building which is concerning. I would request/enquire that the necessary risk assessments and due diligence have taken place, if so, will these be shared with residents of the development?</p> <p>In addition, it is concerning to have a bus stop directly outside Avalon Mansions and I would urge this is revisited and moved to a more suitable location that is not close to where the entry and egress for residents. By having a bus stop in direct proximity of the entry doors of the residential building can be compromised by would-be passengers and may encourage anti-social behaviour, in so much as tail-gators entering the building, loitering by the entrance, creating unintended health and safety, security risks to all the residents of Avalon Mansions. Given many families with young children reside in the premises, having a bus stop directly outside and buses operating on the road is a potential risk to small children in what is currently a quiet, safe, and peaceful environment.</p> <p>I would urge that this proposal is reviewed and changes are made so that any proposed route can be rerouted via alternative routes. Currently a B road (Hornsey Park Road, B138) which has for many years handled a high volume of traffic therefore has an established traffic thoroughfare and should be able to accommodate the proposed bus route. Perhaps this can serve as the road that extends the 91 bus route, proceeding into Mayes Road and continuing on to Station Road. Alternatively, another suggestion to be considered is for the 91 bus route to continue via Hornsey Park Road, proceeding on to Mayes Road, taking a left into Coburg Road, thereafter making a right on to Western Road, continuing its route to Station Road.</p> <p>In conclusion, I object to the proposed bus route and do not wish it to be imposed on residents. In particular, I am not aware that the residents of the development have requested a bus route to be implemented directly outside our homes via the only residential road that we reside on. As mentioned, this would completely change the calm environment we have been living in the last 2 years and by implementing a 24 hour, 7 day a week bus route would have a direct and negative impact on residents quality of life. The increase of traffic volume, pollution, in addition to noise pollution will have a detrimental impact on residents physical and mental health.</p>
02/07/2024 15:40:54 +00:00	Resident	N8 0DJ	Parking Transport facilities nearby	WhollyObject	<p>There are bus stops nearby..this is not necessary and would affect the parking of residents at the bottom of Mary newer/clarendon that have parking permits on the street.</p>
02/07/2024 10:26:17 +00:00	Resident	N8 0DJ	Parking - Katerina House (Clarendon Rd)	WhollyObject	<p>I am writing to express my concerns regarding the parking situation for residents of Katerina House located at 50A Clarendon Road, in response to the statutory consultation presently underway.</p> <p>The parking provisions for residents in the vicinity are limited and of paramount importance. Currently, the available parking spaces situated in front of the building and adjacent areas, which are indispensable for the residents, are fully removed in the proposed plans.</p> <p>Moreover, the parking spaces in proximity to our residence are notably occupied by vehicles associated with the Alevi Centre and Day Care facilities. As a consequence, these areas tend to be consistently fully occupied by 6:00 PM, exacerbating the challenge for residents to secure parking for their vehicles.</p> <p>It is imperative to recognise that the absence of adequate parking facilities would significantly impede the daily activities and convenience of the residents of Katerina House. Therefore, I urge the authorities to reconsider the proposed modifications and take decisive measures to ensure that residents' parking needs are adequately accommodated.</p> <p>In conclusion, I trust that my concerns will be duly considered and addressed in the ongoing statutory consultation process.</p>
02/05/2024 19:39:52 +00:00	Resident	N22 6UR	Increase in pollution - Mayes Road Noise pollution - Mayes Road	WhollyObject	<p>Had a feasibility study been carried out to prove the need for additional bus routes along Western Road/Mayes Road? If one had been carried out it would have highlighted that there is actually no need for these routes in an area already suffering from incredible high levels of congestion and noise pollution day and night. The proposed routes make no financial sense as most residents in the area are car users, and there is certainly no need for a night service in the area. The Mayor dons his saintly mantle, and hypocritical promotes a clean air policy throughout inner and outer London, yet his policies seems to exclude those who unfortunately live on or near bus routes. The residents of Mayes Road already endure constant 24 hours noise pollution, something proven to cause hypertension and is as highly detrimental to health as car fumes. This coupled with constant wailing police sirens, night and day means residents in the Mayes Road area hardly get an undisturbed nights sleep. Seems the Mayor cares little for the welfare of these residents. He has chosen wealth over health. Seems hypocritical to promote clean air, then proceed to create the conditions that contribute to the pollution he states he is trying to rid the capital of. Another main contribution to pollution is the ridiculous 20mph throughout London. Slow moving or static traffic is the main cause of city pollution. The Mayor cant have it both ways. The introduction of more buses in the area will be in contradiction to His anti pollution schemes, which motorists are charged for, and is offensive when it his schemes that cause noise and pollution.</p>
02/05/2024 12:26:02 +00:00	Resident	SG2 8LA	Congestion Parking Noise pollution Nearby transport facilities nearby already Will be difficult for disabled people to cross the road when buses are present	WhollyObject	<p>I wholly object to this proposal on the grounds that the area is already congested, there will be a loss of car parking spaces which will impact greatly on myself and other residents, as a disabled person I am very uncomfortable crossing the road knowing that there is a possibility of a bus hurrying me across the road. The extra noise and pollution, this is not an acceptable proposal as well as being unnecessary. There is more than enough bus route on Wood Green highroad which are easily accessible, why bring even more congestion on an already congested route.</p>
02/04/2024 18:32:33 +00:00	Resident	N8 0DB	Parking -- effects westpoint apartments	WhollyObject	<p>Dear Traffic Orders</p> <p>I am emailing to object the proposal for a new bus route to run via Clarendon Road which would result in ten resident bays being removed. This is very concerning given the history that residents at Westpoint Apartments, Clarendon Road have of serious parking problems. There is a long history of complaints by residents to the parking department at Haringey Council including various meetings that myself and other residents attended in person both at the Council and on Clarendon Rd to explain the ongoing parking problems. During these meetings the parking department agreed that residents at Westpoint Apartments were significantly impacted by the lack of parking as well as safeguarding concerns around the lack of access for emergency vehicles when the roads are congested. In acknowledgment of this, some business parking bays were converted to residents' bays but the current plans to remove 10 spaces would leave us in an even worse position than where we previously were. Parking is already a problem. Again, there is also a long history of parking attendants having to attend Clarendon Road to issue fines for illegal parking. Removing 10 parking spaces would have an extremely negative impact on residents. This would include residents with babies and small children having to park a few streets away.</p> <p>Please see attached some photographic evidence of how bad the parking situation on Clarendon Road is at times.</p>
02/03/2024 14:34:57 +00:00	Resident	N22 6SY	Parking Congestion	WhollyObject	<p>There is already congestion on the road, adding bus routes will only add to the issue. Also, parking spaces are very limited too, removing more to create bus stops will add to the ongoing issues with finding parking.</p>
01/31/2024 13:28:30 +00:00	Resident	N8 0DB	Parking - Westpoint apartments use parking on Clarendon Road Alevi centre makes parking worse	WhollyObject	<p>OBJECTION TO 2024 - T67 Proposed Haringey Heartlands Parking and Highway changes</p> <p>I strongly object to removal of 13 Clarendon Road parking spaces that are actively used by residents in Westpoint Apartments as this will only escalate parking and traffic issues residents are already facing to quite some extreme. Currently, as is, we do struggle with not having enough parking spaces for the both blocks of Westpoint Apartments (50+ flats) and the surrounding business and residential units. Having the Alevi centre in the same space is making the parking even more challenging when very often cars are parked on pavements, double yellow lines, entrance areas etc. There are no alternatives close enough for us to park our cars if those are removed.</p> <p>If the new bus lines mean the removal of those parking places in Clarendon Road, I do strongly object to this proposal. I'm attaching few very recent examples of the parking challenges and issues for your reference.</p>
01/30/2024 12:11:44 +00:00	Resident	n8 0fh	Disturbance - safety to children and health due to increase in heavy traffic Congestion at Turnpike Ln - Calrendon intersection Increase noise levels Nature of road is not suitable for buses	WhollyObject	<p>To whom it may concern, I object the plan for many reasons.</p> <ul style="list-style-type: none"> - First of all it is a very residential area with families and this will cause disturbance for the whole project and safety of children and their health due to heavy traffic. - during the rush hours we witness on a daily basis a great traffic jam and clogged street due to the intersection that joins turnpike lane and mary neuner where there are more than 8 lanes gets intersected! - it already negatively impact the 144 and 41 buses during these hours, let alone the continuous road work that they take place so frequently "thames water" work. which disrupt the whole process so imagining an additional bus coming from a narrow road i can imagine how things can possibly get worse. - adding another ingredient would be such an unwise decision. - this will lead to more pollution as the it is not a ztl zone and would also increase the noise levels specially during summer so to avoid it we need to shut down windows all day which can affect our quality of life and mental health. - the nature of narrow curved roads does not accommodate a huge bus or heavy traffic <p>If the policy for London is health and green environment this is basically against all what it stands for. it does not facilitate mobility but obstacle it and have dangerous impact on our mental health and the quality of air.</p> <p>attached is photos of the type of roads and how narrow they are , curves and the ongoing traffic during the normal morning that we are already complaining about.</p>
01/27/2024 18:39:03 +00:00	Resident	N8 0ES	Other	WhollySupport	<p>I support it. Please add more bus routes.</p>
01/27/2024 09:40:11 +00:00	Resident	N8 0fe	Safety - unsafe for children Increase in crowds Parking	WhollyObject	<p>It's unsafe for my children I live in disables building it will be very crowded next to building and parking space</p>
01/26/2024 21:03:10 +00:00	Resident	N8 0FE	Safety Parking - disabled parking Increase in crowds	WhollyObject	<p>The environment will be be unsafe and crowded for us and our children. The parking will be a big issue as most residents have a disabled person especially in Silvana Mansions building either adult disabled or special needs children in special schools that have transportation from Silvana to their schools</p>
01/26/2024 18:21:22 +00:00	Resident	N8 0FE	Safety Noise Pollution Increase in crowds	WhollyObject	<p>Most of residents are in needs. Its a residential area. Bus route will make more noise, crowd. Outsider people will come this area. Safety will be big issue.</p>
01/26/2024 17:36:15 +00:00	Resident	N8 0fe	Safety - speeding concerns as kids play outside	Neutral	<p>Please during summer, I have seen couple of kids playing around, and even the way so many cars drive through here with so much speed, can be a bit dangerous . We have to think about the safety around are kids.</p>

01/25/2024 20:27:23 +00:00	Resident	N22 65Y	Parking Noise Pollution Increase in Traffic	WhollyObject	We don't have enough parking space on Mayes Rd! It will be noisy! More traffic! And etc.
01/25/2024 20:21:46 +00:00	Resident	N22 65Y	Parking Noise Pollution Increase in Traffic	WhollyObject	We don't have enough parking space on Mayes Rd! Will be noisy! More traffic! And etc.
01/22/2024 14:11:05 +00:00	Resident	N8 OFD	Parking Anti-social behaviour Noise pollution Lower standard of development (Mary Neauner Road)	WhollyObject	I object to a bus service on this route because there is already limited parking, It will promote anti social behaviour, littering, the noise levels increased and lower the standard of the development.
01/22/2024 13:36:44 +00:00	Resident	N8 Ofd	Parking	WhollyObject	I will be objecting too.. you'll lose all the parking opposite virgin media and gain a bus stop outside Avalon



03/02/2024	Resident		Parking Noise Pollution	WhollyObject	<p>Dear all,</p> <p>I am writing this email to state how disappointed we are as a neighbourhood about introduction 232 Bus route. We have combined forces :</p> <p>103A Mayes road 103B Mayes road 103C Mayes road 103D Mayes road</p> <p>We have ground level spaces that are already unbearable with noise pollution. We are already highly short on parking spaces and I feel this decision will be absolutely catastrophic for our roads.</p> <p>I am sure you will be receiving many more complaints, this must not be allowed under any circumstance. I have lived here over 20+ years and with the new complexes being added we are already highly short on space.</p> <p>I herby on behalf of 103A - 103D wish to state we do NOT approve this, and will be raising legal issues with a number of things from the warnings provided to the neighbourhood (very short notice) to the lack of clarity about potential changes.</p> <p>We stand together.</p>
07/02/2024	Resident	N8 0DJ	Parking - Clarendon Alevi Centre - Day Care use up most of parking	WhollyObject	<p>To whom it may concern,</p> <p>I am writing to express my concerns regarding the parking situation for residents of Katerina House located at 50A Clarendon Road, in response to the statutory consultation presently underway.</p> <p>The parking provisions for residents in the vicinity are limited and of paramount importance. Currently, the available parking spaces situated in front of the building and adjacent areas, which are indispensable for the residents, are fully removed in the proposed plans.</p> <p>Moreover, the parking spaces in proximity to our residence are notably occupied by vehicles associated with the Alevi Centre and Day Care facilities. As a consequence, these areas tend to be consistently fully occupied by 6:00 PM, exacerbating the challenge for residents to secure parking for their vehicles.</p> <p>It is imperative to recognise that the absence of adequate parking facilities would significantly impede the daily activities and convenience of the residents of Katerina House. Therefore, I urge the authorities to reconsider the proposed modifications and take decisive measures to ensure that residents' parking needs are adequately accommodated.</p> <p>In conclusion, I trust that my concerns will be duly considered and addressed in the ongoing statutory consultation process.</p>
07/02/2024	Resident		Extra Traffic Increase in pollution Noise pollution Parking	WhollyObject	<p>Dear Sirs,</p> <p>the propose change to provide a new bus stand, also for allowing buses to enter at the junction of Mayes Road, convert a section of the footway cycle lane into carriageway on the west side outside of District 22 Lounge, convert single yellow line to double little lines and removal of four permanent holders parking spaces north of John Aldis House, we on Coburg Road object to this and do not consent to this action as it will encourage loitering and noise nuisances as we've had a problem with loiterers on our road and extra traffic which would increase pollution.</p> <p>It makes no sense for all this up evil for the sake of saving people a couple of minutes' walks when you've got Wood Green tube station, Alexandra Palace railway station and all the local buses less than six minutes' walk away.</p> <p>Taking away people's parking bays would be just more inconvenience.</p> <p>Maybe running something at the back of Coburg Road might be more appropriate and less inconvenience ..!</p> <p>We on Coburg Road have not ask for buses to be running up our roads at all hours of the night, we are not on a main road, this would just add to more stress to the residents on Coburg Road therefore we do not consent to this.</p> <p>Thank you for your attention to this matter.</p>
06/02/2024	Resident Signed Petition / objection	N22 6SY	Congestion on Mayes Road Traffic pollution Route along school on Western Rd Noise Pollution Have consultation with emergency services been done, especially police on Western Road Parking - important of being close to their homes	WhollyObject	<p>Objections from the local neighbourhood.</p> <p>Mayes Road is already far too busy, especially between Coburg Road and Station Road. Where the plan is to put a bus stop in Mayes Road, this is possibly the worst place you could have chosen. It is trapped between a mini roundabout and a set of traffic lights, and traffic jams and slow flows of traffic are very common, especially during rush hours. You can smell the pollution in the air and you are no doubt aware that health conditions such as COPD and asthma are on the rise amongst the elderly, disabled and children, so we have valid concerns that adding buses into an already congested mix will have a wholly negative effect on both our physical and mental health. Besides installing a bus stop on Mayes Road, the plan also wants to send two bus routes past a school in Westbury Road. It is a disgrace that you would even consider such a thing, especially with the aim of saving people a mere 5-10 minute walk to bus stops already in place,</p> <p>There is also the fact that the buses, with their engines and doors, will add to already too-high levels of noise. We live with a continuous stream of cars blaring bass-music, vans, lorries, motorbikes with purposefully noisy exhausts, emergency service vehicles with sirens blaring and such like. A bus every 15 mins = 8 buses per hour on this small stretch of road. Say, from 6 am - 12 midnight. That is 18 x 8 worth of buses a day. 144 buses, clogging up the road and poisoning the air with toxins and the sound of buses, it is so obviously unreasonable, that even during the quieter (it is never quiet) hours of early morning and late night, you propose to shatter those rare moments of relative calm. The lack of consideration on your part is clear to see.</p> <p>Have you consulted with the emergency services? Mayes Road is used to avoid the congestion on Wood Green High Road, and yet you propose to makes things more difficult for them. Your scheme could well result in them arriving at scenes too late to help, thanks to getting caught up in yet another traffic jam.</p> <p>Many of the parking spaces that you plan to get rid off are relied upon by those of us who are elderly or disabled. Where are your proposals for alternative parking spaces? How do you propose they actually physically get there? Do let us know, it is vital that these spaces are kept close to where they live.</p> <p>We strongly urge you to drop this ill-considered scheme and instead install cycle lanes and bicycle stands along Western Road. Also, bring the bus stop on Station Road closer to Mayes Road. It would be a far cheaper, more efficient and environmentally friendly solution all round.</p>

This page is intentionally left blank